IN THE CLAIMS

Please cancel claims 40 and 41 without prejudice or disclaimer; and

Please amend claims 1, 39, 43 and 61 as follows:

This listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

1. (Currently Amended) A vehicle tire, comprising:

a tread comprising a circumference, profile structures, grooves and a straight circumferential groove arranged in a central area of the tread;

each of the grooves being continuously curved and running generally diagonally into the central area of the tread;

each of the grooves extending to, but not beyond, the circumferential groove, and comprising a first angle relative to a circumferential direction of less than approximately 45 degrees and a second angle relative to the circumferential direction of greater than approximately 45 degrees;

the grooves and the profile structures forming base pitches;

the base pitches being circumferentially arranged on opposite sides of the straight circumferential groove and having a pitch sequence arranged to minimize tire noise;

at least two of the base pitches having different circumferential lengths;

one of the at least two base pitches comprising at least one profile structure;

another of the at least two base pitches comprising at least two profile structures separated by at least one cross-groove; and

blocks arranged on opposite sides of the straight circumferential groove being circumferentially offset.

2. (Original) The tire of claim 1, wherein the vehicle tire is a pneumatic radial tire.

3. (Previously Presented) The tire of claim 1, wherein the one of the at least two base pitches comprises at least two profile structures subdivided by at least one cross-

groove and the another of the at least two base pitches comprises at least three profile structures subdivided by at least two cross-grooves and the one of the at least two base pitches and the another of the at least two base pitches are arranged adjacent to each other.

4. (Original) The tire of claim 1, wherein the profile structures form an outer surface of the tread.

5. (Original) The tire of claim 1, wherein the base pitches are arranged according to a specific sequence.

6. (Original) The tire of claim 1, wherein the profile structures in the another of the at least two base pitches are arranged according to a specific sequence.

7. (Original) The tire of claim 1, wherein the at least one profile structure in the one of the at least two base pitches and the at least two profile structures in the another of the at least two base pitches are arranged with different specific sequences.

8. (Original) The tire of claim 1, wherein the one of the at least two base pitches comprises at least two profile structures having different circumferential lengths subdivided by at least one cross-groove and the another of the at least two base pitches comprises at least three profile structures having different circumferential lengths subdivided by at least two cross-grooves.

9. (Previously Presented) The tire of claim 1, wherein the one of the at least two base pitches comprises first and second sequentially arranged profile structures subdivided by at least one cross-groove and the another of the at least two base pitches comprises third, fourth and fifth sequentially arranged profile structures subdivided by at least two cross-grooves.

10. (Original) The tire of claim 9, wherein the first and second profile structures have different circumferential lengths.

11. (Original) The tire of claim 9, wherein the first and second profile structures have the same circumferential lengths.

12. (Previously Presented) The tire of claim 9, one of:

wherein the first and at least one of the third, fourth and fifth profile structures have the same circumferential lengths; and

wherein the second and at least one of the third, fourth and fifth profile structures have the same circumferential lengths.

Claim 13. (Canceled).

14. (Original) The tire of claim 9, wherein at least two of the third, fourth and fifth profile structures have the same circumferential lengths.

15. (Original) The tire of claim 9, wherein the first, second, third, fourth and fifth profile structures have the same circumferential lengths.

16. (Original) The tire of claim 9, wherein the first, second, third, fourth and fifth profile structures have different circumferential lengths.

17. (Original) The tire of claim 9, wherein the third, fourth and fifth profile structures have different circumferential lengths.

18. (Original) The tire of claim 9, wherein at least two of the first, second, third, fourth and fifth profile structures have the same circumferential lengths.

19. (Original) The tire of claim 9, wherein at least two of the first, second, third, fourth and fifth profile structures have different circumferential lengths.

20. (Original) The tire of claim 1, wherein each of the base pitches comprises between two profile structures and five profile structures.

21. (Original) The tire of claim 1, wherein each of the base pitches comprises at least two profile structures.

22. (Original) The tire of claim 1, wherein each of the base pitches comprises the same number of profile structures.

23. (Previously Presented) The tire of claim 1, wherein some of the base pitches have two profile structures.

24. (Original) The tire of claim 1, wherein each of the base pitches has three profile structures.

25. (Original) The tire of claim 1, wherein each of the base pitches has four profile structures.

26. (Original) The tire of claim 1, wherein each of the base pitches has five profile structures.

27. (Original) The tire of claim 1, wherein one of the profile structures is the shortest of the profile structures in circumferential length and wherein one of the profile structures is the longest of the profile structures in circumferential length, and wherein a ratio of the circumferential length of the shortest profile structure to the circumferential length of the longest profile structure is between approximately 1 : 1.2 and approximately 1 : 2.

28. (Original) The tire of claim 27, wherein the ratio is between approximately 1 : 1.2 and approximately 1 : 1.6.

29. (Original) The tire of claim 27, wherein the ratio is between approximately 1 : 1.6 and approximately 1 : 2.

30. (Original) The tire of claim 1, wherein the at least one cross-groove is narrower in width than at least one of the grooves.

31. (Original) The tire of claim 1, wherein each at least one cross-groove is narrower in width than at least one of the grooves.

32. (Previously Presented) The tire of claim 1, wherein the one of the at least two base pitches has only first and second profile structures subdivided by a first cross-groove and the another of the at least two base pitches has only third, fourth and fifth profile structures subdivided by two second cross-grooves.

33. (Original) The tire of claim 32, wherein a width of the first cross-groove is different than a width of at least one of the two second cross-grooves.

34. (Original) The tire of claim 32, wherein a width of the first cross-groove is different than a width of each of the two second cross-grooves.

35. (Original) The tire of claim 1, wherein each of the profile structures is arranged in a circumferential row.

36. (Original) The tire of claim 35, wherein the circumferential row is arranged in a shoulder of the tread.

37. (Original) The tire of claim 1, wherein the tread further comprises at least one tread edge and wherein the grooves extend from the central area to the at least one tread edge.

38. (Original) The tire of claim 37, wherein the grooves have greater curvature in the central area than in an area of the at least one tread edge.

39. (Currently Amended) The tire of claim 1, wherein the ~~grooves are oriented at a~~ first angle~~, relative to a circumferential direction,~~ is in the central area and at [[a]] the second angle~~, relative to the circumferential direction,~~ is in an area of ~~the~~ at least one tread edge~~, and wherein the first angle is different from the second angle~~.

Claims 40 and 41 (Canceled).

42. (Original) A method of making the tire of claim 1, the method comprising:

forming the tread with the profile structures and the grooves;

arranging the base pitches sequentially over an entire circumferential area in a pitch sequence to minimize tire noise;

forming at least two of the base pitches with different circumferential lengths;

providing one of the at least two base pitches with at least one profile structure; and

providing another of the at least two base pitches with at least two profile structures separated by at least one cross-groove.

43. (Currently Amended) A vehicle pneumatic tire, comprising:

a tread comprising a circumference, profile structures, circumferential grooves arranged on opposite sides of a center of the tread, a central circumferential groove, grooves which cross the circumferential grooves and extend to, but not beyond, the central circumferential groove, cross-grooves which extend to the circumferential grooves, and blocks arranged between the center of the tread and the circumferential grooves;

each of the grooves being continuously curved, crossing one of the circumferential grooves, extending to a tread edge and having greater curvature in the central area than in an area of each tread edge;

each groove comprising a first angle relative to a circumferential direction of less than approximately 45 degrees in the central area and a second angle relative to the circumferential direction of greater than approximately 45 degrees in the area of the tread

edges;

the grooves and the profile structures forming base pitches;

the base pitches being sequentially arranged over an entire circumferential area and having a pitch sequence which minimizes tire noise;

at least two of the base pitches having different circumferential lengths;

one of the at least two base pitches comprising at least two profile structures; and

another of the at least two base pitches comprising at least three profile structures separated by at least two cross-grooves.

44. (Previously Presented) The tire of claim 43, wherein the at least two profile structures are subdivided by at least one cross-groove and the one of the at least two base pitches and the another of the at least two base pitches are arranged adjacent to each other.

45. (Previously Presented) The tire of claim 43, wherein the at least two profile structures have different circumferential lengths and the at least three profile structures have different circumferential lengths.

46. (Previously Presented) The tire of claim 43, wherein the at least two profile structures comprises first and second profile structures subdivided by at least one cross-groove and the at least three profile structures comprises third, fourth and fifth profile structures.

47. (Original) The tire of claim 46, wherein the first and second profile structures have different circumferential lengths.

48. (Original) The tire of claim 46, wherein the first and second profile structures have the same circumferential lengths.

49. (Original) The tire of claim 46, wherein the first and at least one of third, fourth and fifth profile structures have the same circumferential lengths.

50. (Previously Presented) The tire of claim 46, wherein the second and at least one of the third, fourth and fifth profile structures are arranged in sequence after the first profile structure and have the same circumferential lengths.

51. (Original) The tire of claim 46, wherein at least two of the third, fourth and fifth profile structures have the same circumferential lengths.

52. (Original) The tire of claim 46, wherein the first, second, third, fourth and fifth profile structures have the same circumferential lengths.

53. (Original) The tire of claim 46, wherein the first, second, third, fourth and fifth profile structures have different circumferential lengths.

54. (Original) The tire of claim 46, wherein the third, fourth and fifth profile structures have different circumferential lengths.

55. (Original) The tire of claim 46, wherein at least two of the first, second, third, fourth and fifth profile structures have the same circumferential lengths.

56. (Original) The tire of claim 46, wherein at least two of the first, second, third, fourth and fifth profile structures have different circumferential lengths.

57. (Original) The tire of claim 43, wherein each of the base pitches comprises between two profile structures and five profile structures.

58. (Original) The tire of claim 43, wherein each of the base pitches comprises at least two profile structures.

59. (Original) The tire of claim 43, wherein each of the base pitches comprises the same number of profile structures.

60. (Original) A method of making the tire of claim 43, the method comprising:

forming the tread with the profile structures and the grooves;

arranging the base pitches sequentially over an entire circumferential area in a pitch sequence that minimizes tire noise;

forming at least two of the base pitches with different circumferential lengths;

providing one of the at least two base pitches with at least one profile structure; and

providing another of the at least two base pitches with at least two profile structures separated by at least one cross-groove.

61. (Currently Amended) A vehicle pneumatic tire, comprising:

a tread comprising a central area having a central circumferential groove, profile structures arranged on opposite sides of the central circumferential groove, tread edges, and grooves;

the grooves extending from the central circumferential groove to each of the tread edges, whereby oppositely extending grooves form V-shaped grooves which extend to the tread edges;

each of the grooves being continuously curved, extending to, but not beyond, the central circumferential groove, and having greater curvature in the central area than in an area of the tread edges;

each groove comprising a first angle relative to a circumferential direction of less than approximately 45 degrees in the central area and a second angle relative to the circumferential direction of greater than approximately 45 degrees in the area of the tread edges;

the grooves and the profile structures being arranged on each side of the central circumferential groove forming base pitches;

each base pitch having one of the V-shaped grooves and at least two profile structures having different circumferential lengths;

the base pitches being sequentially arranged over an entire circumferential surface of the tread and having a pitch sequence which minimize tire noise; and

the base pitches comprising first base pitches and second base pitches, wherein the first and second base pitches have different circumferential lengths.

62. (Original) The tire of claim 61, wherein each of the first base pitches comprises at least two profile structures subdivided by at least one cross-groove and wherein each of the second base pitches comprises at least three profile structures subdivided by at least two cross-grooves.

63. (Original) The tire of claim 61, wherein the base pitches further comprises third base pitches, wherein the first, second and third base pitches have different circumferential lengths.

64. (Original) The tire of claim 63, wherein each of the third base pitches comprises at least three profile structures subdivided by at least two cross-grooves.

65. (Original) The tire of claim 61, further comprising first and second circumferential grooves arranged on opposite sides of the central circumferential groove and a plurality of pocket grooves opening out at the first and second circumferential grooves.

66. (Previously Presented) The tire of claim 61, further comprising additional circumferential grooves and blocks having different circumferential lengths arranged between the central circumferential groove and each of the additional circumferential grooves, wherein the blocks and the profile structures arranged on one side of the central circumferential groove are circumferentially non-aligned relative to the blocks and the profile structures arranged on the other side of the central circumferential groove.

67. (Previously Presented) The tire of claim 1, wherein adjacent base pitches have different circumferential lengths and each profile structure in each of the adjacent base pitches has a different circumferential length.

68. (Previously Presented) The tire of claim 1, wherein the pitch sequence comprises a first base pitch utilizing three profile structures, a second base pitch utilizing two profile structures, a third base pitch utilizing two profile structures, and a fourth base

pitch utilizing two profile structures, and further comprising at least one of:

the two profile structures of the fourth base pitch having different circumferential lengths;

the two profile structures of the third base pitch having different circumferential lengths;

the two profile structures of the second base pitch having different circumferential lengths; and

the three profile structures of the first base pitch having different circumferential lengths.

69. (Previously Presented) The tire of claim 1, further comprising:

additional circumferential grooves arranged on opposite sides of the straight circumferential groove;

the tread having tread edges;

the central area having the blocks and the blocks being of different circumferential lengths;

the profile structures being arranged between each of the additional circumferential grooves and each of the tread edges;

the grooves extending to each of the tread edges;

cross-grooves separating the profile structures and extending from each additional circumferential groove to each tread edge;

each of the grooves having greater curvature in the central area than in an area of the tread edges;

the profile structures, the grooves and the cross-grooves defining blocks sequentially arranged over an entire circumferential surface of the tread;

adjacent base pitches having different circumferential lengths;

at least one of the profile structures of one of the adjacent base pitches having a different circumferential length than at least one of the profile structures of another of the adjacent base pitches;

at least one of the profile structures of one of the adjacent base pitches having a different circumferential length than at least another of the profile structures of the one of

the adjacent base pitches; and

at least one of the profile structures of the another of the adjacent base pitches having a same circumferential length as at least another of the profile structures of the another of the adjacent base pitches.

70. (Previously Presented) The tire of claim 43, further comprising:

the blocks having different circumferential lengths;

the profile structures being arranged between each of the circumferential grooves and each of the tread edges;

the cross-grooves separating the profile structures and extending to each tread edge;

the profile structures, the grooves and the cross-grooves arranged over an entire circumferential surface of the tread;

the at least two base pitches being adjacent base pitches having different circumferential lengths;

each profile structure of one of the adjacent base pitches having a different circumferential length and each profile structure of another of the adjacent base pitches having a different circumferential length.

71. (Previously Presented) The tire of claim 1, wherein each of the at least two base pitches is defined by at least two profile structures, at least one cross-groove, and only one of the continuously curved grooves.

Claim 72. (Canceled).

73. (Previously Presented) The tire of claim 61, wherein each of the base pitches is defined by at least two profile structures, at least one cross-groove, and only one of the continuously curved grooves.

74. (Previously Presented) The tire of claim 61, further comprising blocks arranged on opposite sides of the central circumferential groove being circumferentially offset.

75. (Previously Presented) The tire of claim 43, wherein the blocks arranged on opposite sides of the central circumferential groove are circumferentially offset.